

these? Why, they are never heard of; they cannot pay for it. The English moderately moderate duty of ours—for when it comes to be levied upon gloves at 1/- a dozen, it is found to be 37 per cent., and upon gloves at 10s. a dozen it is 68 per cent. (Hear.) Some such moderate gentry men connect with us, and make more and more of it; and I have no objection to them; but if this duty be removed you will have large quantities of gloves imported from the various countries. I have mentioned at 10s. and 12s. a dozen. But they are never heard of now, and therefore I say, in the first place, that that is the reason of the very great difficulty of getting into the higher qualities of the bulk of the trade, and therefore, as regards the bulk of the British consumers, it is not a protective duty but one of a prohibitive character. (Cheers.) And so it is with our duty as a system of protection. We have heard of tape wine, and if we visit places that are much frequented by the middle and lower middle classes, we see huge advertisements, with large type and barrel depicting, and sitting upon an arched pedestal, a bottle of tape wine, with a label upon it, and advertising especially upon the Cape port, and tape or African sherry, which they are supposed to be drinking (laughter). But in all probability that is not tape or African port or sherry wine. Those who import African port, or any other wine, make it a point to make it appear as though it were a system of protection in the trade (laughter). These African wines are used for mixing with the foreign European wines; the place of the African wine is filled up, and (to use the language of my right hon. friend) "the bottle is filled up." We import from France a similar operation in his department, "vice-versa-and-promuted"; vice-African wines promoted, come in other countries, the products of English ships, which are sold as Cape wine to a number of persons, who are under the name of shipowners' licenses, for whom they are to be sold, will be immense; and I know very well that the economy brought about in the public establishments by the abolition of duties upon manufactured goods will be an object of no common value. I know that the Emperor of France has given the most unequivocal proofs of sincerity and earnestness in the course of very few years, apart from his treaty with Prussia, or any other of the European powers, and I can tell you that the changes which we propose to make in the tariff will immensely facilitate that intercourse by enabling the Customs to withdraw the greater part of those restrictions which now necessarily exist. The Emperor of France is the subject of the French tariff without paying a high tribute of respect to two persons, at least, who have been engaged in it; and I am bound to bear testimony, at any rate, that the Emperor of France was at its worst shewing that the increase in the sale of Cape wine is not owing to that disease. The increase of consumption of wine in this country, the total value of which was only from an average of 254,000 gallons to an average of 298,000. But during the last three years the disease of the wine has been greatly mitigated, and the increase on foreign wines has been upwards of 40,000 gallons, while the consumption of foreign wines, of all kinds, has increased upwards of 37,000 gallons. In point of fact it is rapidly displacing the foreign wines. It required some years after Cape wine became known to this country to make the necessary arrangements for a large importation, but at present it is a rapid increase, and is displacing the foreign wines in the English market. That duty has a purely protective and prohibitory operation, and is as hostile to the revenue as any duty ever brought under the notice of Parliament. (Hear, hear.) But there is another reduction to which we have made, and that is the removal of the large duty of British wine. I told you I would give conclusive evidence of the desire of the middle classes of this country to drink wine. I find that while the consumption of foreign wine has decreased in the last few years from 6,225,000 gallons to 5,400,000, the consumption of British wine has rapidly and steadily increased. I am allowing now to the genuine products brought into the market by highly respectable manufacturers, and not what is sold for fraudulent purposes—the spurious articles. The British wine, I must say, believe me, is good, rare, and costly, and has a decided appeal to a good and strong market 21 to 25 per cent.; and it pays a duty on those materials of about 15, 20, a gallon. Thereupon, we have in operation a foreign duty of 5s. a gallon, a colonial duty of 2s. 11d., a gallon, and a virtual excise duty on British wine of 1s. 2s. per gallon. The natural effect of that is a decline in the consumption of foreign wines, and, consequently, in your wine revenue, while the consumption of Cape wine is flourishing, and of British wine, not only flourishing but increasing. There is no doubt that the removal of all the characteristics of a trade carried on under the influence of differential duties. (Hear, hear.) But if further proof be wanted I may quote the statements of the wine merchants themselves, who, in January, 1857, addressed the Treasury in the following words:— "The removal of the differential in your favour is now going on between the dealers who endeavour to supply a genuine article and those who manufacture spurious imitations of port and sherry, and which so nearly resemble the foreign growths that an ordinary judge of wine will find some difficulty in distinguishing them. Therefore, we say that the present wine duty is a protective and a differential duty with respect to those three classes of wine—namely, the foreign, the colonial, and the British, which are the purest, the best, and the most to the revenue. But it is grossly discriminatory in its protective power. I have been quoted in public documents as having stated in this House that the British wine duties were the abomination of our tariff, and excluded numerous of the wines of Europe. All that I regret, with regard to the removal of the differential, is that it is not stronger, because instead of excluding nine-tenths only of the wines of Europe, the proportion would not be fairly represented by 99-100ths, but it would be more correct to say that our duties are now 99-100ths of the wines of Europe. (Hear, hear.) I do not know whether the committee are aware of the enormous extent of the growth and consumption of foreign wines. French returns show that in France the consumption is 80,000,000 gallons of wine per annum, and the general belief is that it is increasing, and is likely to be larger than that of France; its capacity is certainly as great. To that you add the growth of Germany, of Italy, Hungary, and all the wines of the Mediterranean. Adding the whole of them together, we have in all probability a market for 100,000,000, not less than 150,000,000 gallons of wine, the real amount of foreign growth, I do not mean to say that all this wine is fit for our consumption. I should be sorry if it were so. (Laughter.) Our consumption of wine is undoubtedly the largest in the world, and in the French, the English consumption of malt beer, it is in France—(laughter)—for the French consumption of beer, 950,000,000 gallons, we place the English consumption of malt at 600,000,000, and that is the total, the very best performed. Great Britain, I have no doubt, that the amount of malt which is drunk in England would not fall in with that which is drunk in France at a smaller price. (Hear, hear.) But on the other hand, it is true that between common wine and the fine and stronger wines, there are ten thousand intermediate classes. There is no question that the English consumption of wine is far greater than the whole community, than which there is no community of greater importance to the masses of the community, for all the middle and lower classes are large consumers of wine. In fact, the duty upon the article in question is in every way a tax on the colonial wine, and which will result in a reduction of £40,000, but there will be a considerable return from increased consumption. The next article on which we propose a reduction will, I think, meet the approval of the House, although it undoubtedly entails considerable expense, but it is of great importance to the welfare of the country. (Hear, hear.) I have referred to the Committee a measure for altering the customs. We propose to abolish entirely the duty on the export of butter, £55,000; bacon, £1,000; tallow, £4,740; cheese, 4s. 6d. per cwt.; ham, 10s. 0d.; and divers other articles, the duty amounting in all to £382,000. 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THE COLLISION BETWEEN THE H.R.N.S.N.C. WILLIAMS AND P. AND O.S. EMEU.

The Emeu returned to Watervier Bay yesterday morning, the collision with the Williams having disabled her from proceeding on her voyage. At the time the collision occurred, it was thought that no serious damage was done to the mail steamer, and she proceeded down the harbour, but on attempting to round Bradley's it was perceived that she would not obey her helm. On instituting a close examination it was found that her rudder was broken. Anchor was accordingly dropped for the night, and in the morning, chains having been passed down to the rudder to steady her, she returned to her moorings. A board of survey was summoned by Mr. Henry Moore, the Company's agent, to inspect and report upon the damage. The surveyors consisted of three engineer of the Emeu, the chief engineer of the Botany; Mr. McArthur, the superintendent of the A.N.S. Company's works; Mr. Napier, and Mr. Evans, on the part of the Government. The plate of the rudder was found to be completely cut through a few feet above the level of water-mark, thus shewing the violence of the concussion. It was decided that the upper part of the rudder must be forged and securely bolted on to the lower part. Preparations were made immediately to commence the work, and the Emeu will be started away again as soon as it is finished, but it is not possible at present to fix the exact day. It is thought, however, that it cannot be before Sunday. There is also a hole knocked in the stern a little below the cabin windows, but that will easily be mended by the substitution of one or two new plates. No other damage was done to the vessel. It was proposed at first to despatch the Beaufort instead of the Emeu. But it was found that no time would be gained by this. The Beaufort must be docked, as her hull is very foul. When at Bombay it happened to be neap tides, and there was not water enough to admit her into the Company's dock at that port. So that she has been obliged to make the return run without having been overhauled, and it would be unwise to send her to sea again without submitting her to that process. The Company is building a more extensive dock at Bombay, which will be able to take in its largest vessels at any tide of the tide. Mr. Moore has written to the Government requesting that an official enquiry might be instituted into the circumstances attending the collision, and that the enquiry might take place before the ship and its officers left the port. The Emeu, which had been anchored in Lavender Bay, on the North Shore, was understood, backing astern towards Dawes' Point so as to get her head down the stream, when the collision occurred. The bow of the Williams struck her about a yard from the extremity of the ship, and seems to have slid round, and under her stern, so that the bow of the Williams came right on to the Emeu's rudder.

The damage done to the Williams is considerable. Her starboard bow is stove in; the topgallant forecastle, stanchions and all, is carried over to port, and the upper planking and covering boards are entirely cut in two. Nothing could give a clearer idea of the force of the collision than the fact that the anchor stock, hung over the bows, was cut clean off. The other damages are of a trifling character, such as the loss of the mainmast and so on. The Williams has been an unfortunate boat from the first. A short time only has elapsed since she and the Hunter ran into each other, and, by that untoward event the company were put to an expense of £7,000, if not more, besides the loss of freight, &c., during the repairs that were necessary. This collision will also exact a great expense to the company.

It is not easy to understand how Captain Chatfield could run foul of the Emeu. He had been in charge of steamboats before: commanded the Eagle, in the Twofold Bay trade; the William the Fourth; and Tamar, when he ran to Rockhampton. Yet it is as plain as a pikestaff that he was clearly out of his course on this occasion, for there is a well known harbour regulation which says, vessels coming up the harbour shall keep to the starboard, or North Shore side. The Williams was on the port, or Sydney side, off Dawes' Point, when she ought to have been off Milson's Point. Hence the catastrophe, which nothing can excuse, since the Emeu had her lights up, and the Williams was in the wrong track. We may regret the affair for Captain Chatfield's sake, since he had just been promoted to the command of the Williams, but we cannot forget that he is alone responsible for the collision.

The detention of the mails is extremely provoking, the more so as the vessel had already been detained to accommodate the public, and the accident will, in some quarters, be interpreted as a warning against similar detentions in future under similar circumstances. Every arrangement had been made to compensate for the detention at Port Jackson. The agent had put an extra hundred and fifty tons coal in, as to prevent the necessity of any coaling at Melbourne, and reduce her stay there to six hours at the utmost.

She cannot start now till at least a week after her proper date, and it may be eight or ten days. The chief inconvenience to be apprehended is, that her mails may not be delivered in London in time to secure the return of post. This will be very annoying to both the company and the commercial community, and politically will be very inconvenient in the case of New Zealand, the despatches from which colony, it will be easily understood, are of great importance.

The Emeu has not been taken into dock, nor will she be, as the damaged parts are all above water, and can easily be got at.

The Admiralty Agent has unintentionally caused us to have more time than we desired to reply to our correspondence, but this unexpected contingency in no way reflects upon the expediency of the arrangement he had made. What he did was done out of a proper regard to the rights and interests of one of the chief contributors to the company's subsidy, and in pursuance of the powers specially entrusted to him as guardian of the mail service. As a general rule, midnight is undoubtedly not a favourable hour to fix upon for the starting of such large vessels as the mail steamers. But the case of the Emeu was an exception. The post was kept open to the latest hour, in order to accommodate the community, and the ship was started as soon as the mails were on board, in order not to lose the six hours intervening till daylight. And if, in a case of emergency it is necessary thus to leave at night, there must be great fault somewhere if the largest ship in the service could not be worked out of a harbour which boasts of being one of the finest in the world, without coming into collision with some other vessel.

It seems probable that mail agents will not much longer accompany each vessel. It is officially announced that the contract packet service is to be transferred from the Admiralty to the Post Office department. It has hitherto been under the care of the naval authorities, from a notion that in case of war the mail steamers would be available for fighting purposes. Hence always the Admiralty insisted on these steamers being made of wood, and had them pierced for guns, and even regulated the style of engines so as to have them as much as possible below water-mark and out of the way of shot. But experience has shown two things, first that in war time it is as expedient as ever that the mail service should be kept up, if the seas are open; and secondly, that the mail packets are available only as transports. The excuse, therefore, for placing the packet service under naval administration is seen no longer to be tenable. The service is essentially a civil one. The transfer of it to the Post Office department will simplify the public accounts. Hitherto the ocean postal contracts have figured as part of the naval expenditure of the country, while the

balance-sheet of the Post Office department, relieved from this heavy charge, has shown a greater profit than the postal business of the country really brings in.

With the cessation of Admiralty authority will probably also cease the employment of naval officers to take charge of the mails. Their places will probably be taken by Post Office clerks, who will sort the mails on board. Some change, too, will perhaps then be made in respect of the possession of the power to fix the departure of the mail steamer. At present, the mail agent is supreme in that matter, and can override the captain or the company's agent. But the Post Office employe will not probably possess the same power.

DEATH. UNDER SUSPICIOUS CIRCUMSTANCES AT THE NORTH SHORE.

On Tuesday last we stated that the City Coroner had, on the previous day, commenced an investigation into the circumstances attending the death of a woman, named Mary Ann Moore, who had died under circumstances, and apparently from causes which were not apparent to the coroner. The inquest was adjourned on the deceased, and Dr. Ward, the surgeon, was called in to give evidence of what he had, to some extent, attended on the deceased, and of the cause of death. The inquest was adjourned until June 1st, and, as honorable members have not told us that they are to meet for the purpose of taking "divers witness" and important affidavits, we consider it imperative that they do so for us much better without than with the delay of a month. The inquest will be adjourned until the 1st of June, and the coroner will be called in again to get their attention to the expenditure of some £200,000, which is about the sum for which we are reluctantly compelled to pay annually for the use of the mail service, and the amount of the political waste. The unbroken quiet, (it added) which has pervaded all things, may be, only the precursor of a tempest, although we have no wind or cloud in the horizon. The weather is fair, but the clouds of war are gathering. Had we been at peace with France, the present session of Parliament will meet with much dependance, we believe, upon the decision of the Home Government with reference to the proposed extension of the mail service. The Committee of the House of Commons will be called in again to get their attention to the expenditure of the Queen's petition has been forwarded to the English and foreign markets.

We append a abstract of the evidence taken at the inquest.

Mary Elizabeth Bourne, a married woman, sworn deposed: I live by the side of the residence of the deceased: the husband of the deceased was employed in the Colonial Stores Department, and I have known him for four years, and always understood that he lived happily with his wife; she was a quiet sober woman, and suffered from sore feet; on Thursday, the witness was sent to the deceased, and Dr. Ward, the surgeon, was called in to give evidence of what he had, to some extent, attended on the deceased, and of the cause of death. The inquest was adjourned until June 1st, and, as honorable members have not told us that they are to meet for the purpose of taking "divers witness" and important affidavits, we consider it imperative that they do so for us much better without than with the delay of a month. The inquest will be adjourned until the 1st of June, and the coroner will be called in again to get their attention to the expenditure of the Queen's petition has been forwarded to the English and foreign markets.

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A USTRALIAN MUTUAL PROVIDENT SOCIETY.—
Call the attention of insuring assurers to the great advantage, according to the Society's policy holders, owing to the maximization of profit at COMPRESSED INTEREST, at a high rate, as shown by the annexed comparative table.

EXAMPLE.—Showing the bonuses accruing to a policy of life assurance for £500, if effected at the age of 40 in different offices.

OFFICE.	Capital	Interest	Annual Premium	Capital	Interest	Annual Premium	Remarks.
British Proprietary	£ 6.7.1	£ 6.6.1	£ 6.6.1	£ 5.13.4	No further reductions		
British Mutual	16.11.3	10.4	4.049 10.0	3.11.10	With future reductions		
AUSTRALIAN MUTUAL PROVIDENT SOCIETY	16.8.1	10.8.0	17.0.0	1.8.1	With future reductions		

Proposals and every information may be obtained from any of the agents and at the principal office.

ROBERT THOMSON, Attorney and Secretary, Hunter-street, Sydney, October 5th.

N EW SOUTH WALES MARINE ASSURANCES COMPANY.—Incorporated by Act of Council, 1851.

Office: George-street, Sydney.

RICHARD JONES, Esq., Chairman.

JAMES E. EBSWORTH, Esq.

JOHN FAIRFAX, Esq.

MARSHAL D. G. COOPER, Esq.

MICHAEL E. MURVYN, Esq.

ADVISORS:

A. Foss, Esq., and Edward Lotze, Esq.

MAINE SURVEYOR:

Captain V. S. Deloite.

Actuary: P. W. Flower and Co.

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Moore, Bingley and Son.

A table of the rates of premium may be obtained on application at the office.

Valuations, gold, and specie to Great Britain are granted in triplicate, payable in London in case of loss, if required.

By order of the Board,

ROBERT GARRETT, Secretary.

Sydney, 7th February, 1860.

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Proposed to issue policies to insure Fire Policies at the reduced rates of premium, viz.:-

On First-class risks, from £ 2d. to 5d. per cent. per annum.

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Hazardous goods insured at the same rates of premium as the buildings in which they are deposited.

An extra charge for hazardous goods. Special risk taken by agreement.

THACKER, DANIELL, and CO., Agents.

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R OYAL FIRE AND LIFE INSURANCE COMPANY OF LIVERPOOL AND LONDON.

Established 1800.

FIRE DEPARTMENT.

The prompt payment of losses incurred by the great fire during the past years has shown the character which this company has ever maintained, throughout the whole world, under this head. It will only be necessary to add here that the Agents will with entire frankness announce to their fellow-subscribers that these losses have been met, and that every legitimate claim will be immediately settled.

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Class 1.—Brick or stone buildings, slated, metal, or shingled roofs, occupied as dwelling or counting-houses only, from £ 2d. to 8s. per cent. per annum.

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The important advantages afforded by the Company in this branch will include the following, viz.:—

GUARANTEE of an AMPLIE CAPITAL, MODERATE RATES OF INTEREST, and TWO-THIRDS of NET AMOUNT, small charge for Management, the expenses of the Office being borne in due proportion by the two branches, and EXEMPTION of the ASSURED from the LIABILITY of PARTNERSHIP.

Life Assurance can be settled in the colony without reference to England.

LADLEY, IRELAND, and CO., Agents, Lloyd's Chambers, 84 George-street, Sydney.

T HE LIVERPOOL AND LONDON FIRE AND LIFE INSURANCE COMPANY.

Empowered by Acts of Parliament.

Having a Colonial Proprietor, and the following

J. A. White, Esq., J. B. Waite, Esq.

Hon. G. Holden, Esq., M. P. | J. B. Waite, Esq.

Hon. Sir Daniel Cooper, M. P.

Sir C. Nicholson, Bart.

Medical Referees:

Hon. J. Young, Esq., M. D.

Joseph Burton, Esq.

Surveyor, F. H. Grundy, Esq., C. E.

Capital subscribed exceeding £ 1,500,000.

Accumulated Funds and Capital paid up, ex-

ceeding £ 1,150,000.

Of which £ 500,000 are invested in the colonies in Government and other securities.

Reserve Surplus Fund, £ 500,000—with unlimited liability of the shareholders.

The Directors continue to grant Policies of Insurance in Town or County in both departments of the Company's business, some of which will be found as liberal as those of any other office.

Tables of Rates for Fire and Life Insurance, in all its branches, and every information can be obtained from A. STANGER LEATHES, Resident Secretary, at the Office, Wynyard-square, Sydney.

T HE EUROPEAN INSURANCE SOCIETY, for Life Assurance, Fidelity Guarantees, Endowments, and Annuities.—Empowered by special Act of Parliament, 2d Vic., cap. 25.

Head Office, London. Branches in all the colonies.

SYDNEY BRANCH.

Directors.—George Thornton, Esq.

J. Young, Esq., K. E., and A. C. Beck.

J. G. Walker, Esq., Wm. Gwynne, Esq.

Melbourne Office, 99, Collins-street, Melbourne.

General Office, 10, Pall Mall, London.

Agents for Sydney in situations of trust.

The offices and agencies consequent upon partnership when undertaken by private individuals, are now so fully admitted, that the guarantees of this Society is as safe as the most efficient, independent, and economical substitute.

Government and Banking officials are charged the lowest rates of premium, 2s. per cent. except in situations where their duties are more than usually hazardous.

The forms of policy for the various departments of the Imperial and Colonial Governments have been settled and approved by the Law Officers, the Crown, and the Admiralty, and by the Law Officers, the Admiralty, and the War Department, and the law to constitute them effectual securities to the holders for the risk undertaken.

Policies are prepared by the society without any charge, and there is no expense attendant upon the issue beyond the payment of the premium.

The Directors receive proposals from officials employed

In Treasury, Post Office, Customs, Railways, and Land and Works.

All Departments of the Public Service in the Imperial Government, and in the Governments of South Australia, and Tasmania.

Also, from employés in the Banks, Corporations, Public Companies, and Private Firms throughout the colonies.

The universally acknowledged desirability of Life Assurance applies to none with such particular force as to those deriving income dependent on the duration of their lives. With a view to enable clients of the class to partake of the utmost convenience of this class of policy, and to secure the widest range of benefit, the Directors have originated a system whereby the payments made to obtain the guarantee may be devoted to the purpose of making a provision for the families of the persons guaranteed.

In every case where a Life Assurance is effected in connection with the guarantee, a considerable reduction in the rate of premium will be made, and as policies of this description will be enhanced by their due proportion of interest over the profits of the Society, the General Premium will cover the cost of insurance, and the payment for Life Assurance will both the risks of Guarantee and Life.

Thus each assured will become his own security, and the payment, which would make for the guarantee alone, will be freed from a load, and the expense will be wholly or his own declining years as he sees fit. This valuable arrangement will convert the premium from being a tax upon honesty into a lucrative provision, or investment for the assured.

Proprietary firms, partnerships, and every other information to be had by applying to J. G. WALLACE and CO., Wynyard-square, Sydney.

L ONDON CHARTERED BANK OF AUSTRALIA.—The rates of interest allowed on Deposits at this Bank are as follows:—

For deposit for 3 months, 4 per cent. per annum.

Ditto ditto for 6 months, 5 ditto.

Sydney, 10th March. H. D. BLOXHAM, manager.

VICTORIA FIRE AND MARINE INSURANCE COMPANY.

Established 1849.

Empowered by Act of the Legislative Council, No. 21, 1849.

Head Office, 22 Collins-street East, Melbourne.

Directors:

The Hon. Henry Miller, M.L.C., Chairman

W. R. Burnby, Esq., Deputy-Chairman

J. H. D'Orville, Esq., Vice-P.

William Hall, Esq., D.

The Hon. William Hightett, M.L.C.

Banks taken at the usual rates, and the utmost liberality afforded to insurers.

For further particulars apply to the undersigned, who have been appointed Agents for New South Wales.

RAYMOND and CO., Treasury-buildings, George-street.

A USTRALIAN JOINT STOCK BANK.—Notice is hereby given that interest on deposits at this bank is fixed as follows:

At 5 per cent. for a period of 6 months

At 5 per cent. for a period of 1 year.

At 5 per cent. for a period of 2 years.

At 5 per cent. for a period of 3 years.

At 5 per cent. for a period of 4 years.

At 5 per cent. for a period of 5 years.

At 5 per cent. for a period of 6 years.

At 5 per cent. for a period of 7 years.

At 5 per cent. for a period of 8 years.

At 5 per cent. for a period of 9 years.

At 5 per cent. for a period of 10 years.

At 5 per cent. for a period of 11 years.

At 5 per cent. for a period of 12 years.

At 5 per cent. for a period of 13 years.

At 5 per cent. for a period of 14 years.

At 5 per cent. for a period of 15 years.

At 5 per cent. for a period of 16 years.

At 5 per cent. for a period of 17 years.

At 5 per cent. for a period of 18 years.

At 5 per cent. for a period of 19 years.

At 5 per cent. for a period of 20 years.

At 5 per cent. for a period of 21 years.

At 5 per cent. for a period of 22 years.

At 5 per cent. for a period of 23 years.

At 5 per cent. for a period of 24 years.

At 5 per cent. for a period of 25 years.

At 5 per cent. for a period of 26 years.

At 5 per cent. for a period of 27 years.

At 5 per cent. for a period of 28 years.

At 5 per cent. for a period of 29 years.

At 5 per cent. for a period of 30 years.

At 5 per cent. for a period of 31 years.

At 5 per cent. for a period of 32 years.

At 5 per cent. for a period of 33 years.

At 5 per cent. for a period of 34 years.

At 5 per cent. for a period of 35 years.

At 5 per cent. for a period of 36 years.

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SOUTH AUSTRALIA.

have Adelaide journals to the 7th instant.
The journals speak of the great joy that has been exhibited in a high fall of rain, the country having suffered so much from drought.

The elections were completed, though the final result in each was not known. Only one of the elective members of the first semi-popular Council in 1851 has a seat in the new Assembly, and even he was rejected by the same constituency he tried. The Speaker of the late Assembly had not been elected.

There is quite a rage among the people for emigration to the Snowy River, and a public meeting was called to induce the Government to send a special agent there to report. Mr. Freeling, the Surveyor-General, has been despatched, and the following instructions have been given him.

"Sir—The Government, with a view to meet the wishes of a large portion of the public of South Australia, have determined to send an accredited agent to the Snowy River, Diggings, in order to ascertain the value of the sources which are likely to yield the operations of those who may be sent."

"I have the honour to inform you that the Government has sent an agent very important and arduous duty; and I have

requested that you will be kind enough to let me know when it is to leave to-morrow, by the steamer to Melbourne, from whence it is my intention to go to Beechworth and Albury.

It is not intended to remain at Beechworth for very long.

That matter will give you full details of the Snowy River—the object of your mission, and what you should reach the diggings with as little delay as possible.

"On arrival at the diggings, you will deliver your credentials to the manager of the line of steamers, obtain all the information possible. Your object is to ascertain the spots where the diggers are at work, and, from animal observations and intercourse with the men, obtain the latest and most authentic knowledge of the progress of the work."

"The principal point to which you will direct your attention, which ought to form the subject of your report, is

"the cost of getting up the subject of your report, as well as the amount of money required."

"2nd. The cost of outfit and manager of access."

"3rd. Whether it is possible to remain and work on the ground throughout the year."

"4th. The facilities which exist for South Australians remitting to this colony."

"5th. The cost of provisions and necessaries of life."

"To the foregoing you can add whatever you may consider to be matters of public interest and importance."

"Six weeks will probably be sufficient for you to perform your mission, and you will return by the earliest opportunity in either shortening or prolonging your stay, as you may deem best for the public interest."

THE REVALUATION OF THE RUNS.—Mr. Morris, the Commissioner of Survey, took his departure last Tuesday on his tour of inspection of the various leased runs now liable to the assessment upon them. Mr. Morris takes the line of the Murray, and will personally inspect every run with a view to estimate its carrying capacities. The duty imposed upon Mr. Morris is one of much importance, but we believe that he is generally well qualified for the undertaking, and we trust will be enabled to bring it to a satisfactory conclusion. It is needless to say that at present some of the runs have been greatly overrated, as much as 6d. per head being levied in respect of each run, and others are assessed too highly, others are assessed too lightly. There can, however, be no doubt whatever as to what was the intention of the Legislature, namely that all leased runs should be assessed according to their carrying capabilities—the aggregate charge on each run being so estimated as to make it equal to 2d. per head, per sheep. The legislature impose this amount; and neither more nor less should be collected.

BIRMINGHAM RIFLE CORPS.—Yesterday evening the volunteers, comprising the company raised by Mr. Charles Ratcliff, brother of Sir John Ratcliff, late Mayor, met that gentleman at the Town Hall. Mr. Charles Ratcliff, who was very warmly received, expressed the high gratification it gave him to meet the volunteers now present; and placed in plain, practical language before them the fact that they should well consider the importance and responsibility of the step they were about to take; listen attentively to the report of the officers of the corps; and if any one present felt doubtful of his duty, or obeyed it not by the oath of allegiance, or join the movement for patriotic or display, instead of legitimate purpose, namely, self-imposed duty. Ninety-six volunteers were sworn in. This is the first example in England of a gentleman raising a company and clothing them at his own expense. Sir John Ratcliff also has clothed twenty men at his own cost.

The Edinburgh University had their annual snowballing riot on the 30th January. They fought for six hours with the police. Pretty serious injuries seemed to have been received on both sides.

The Attorney-General for Ireland has accepted the judgeship in the Queen's Bench, vacated by the resignation of Mr. Justice Perrin.

At a meeting of the Livery of the City of London last Saturday a resolution was passed condemning the City Corporation Reform Bill.

In the cabin of the Great Eastern steamship have presented Dr. Watson, who so nobly exerted himself to save the life of their late much-beloved commander, with a handsome pipe, beautifully mounted with silver.

FUNERALS.—The friends of Mr. THOMAS GROGAN, grocer, of Brickfield Hill, are invited to attend the funeral of his deceased wife, MARGARET. To move from his residence, Friday, THIS (Wednesday) AFTERNOON, at quarter to 3 o'clock. JAMES CURTIS, undertaker, Hunter-street.

FUNERALS.—Funerals conducted on the most reasonable terms by C. KINSELLA and SON, Sussex-street, south, and South Head Road, opposite Crown-street.

TO THE ELECTORS OF ST. LEONARDS.

GENTLEMEN.—It is right that I should acquaint you that I have this day placed in the hands of the Speaker my resignation of the seat in Parliament held by me as your member, and I do so, that I should, on the one hand, state my reasons for so doing, to be relieved of the trust I received from you; and, on the other, why I did not under these circumstances do so sooner.

Up the adjournment of the House before Christmas, I was almost constantly at my post as your representative; and, in my opinion, the result of most careful consideration of their subjects.

On the last day of 1850, I had the misfortune to break my leg; my impression then was that in a month, or at most six weeks time I would be about again and able to return to business. On the re-opening of the House, on January 21, I was far from being recovered, and so have made up my mind then to resign my seat, and the solicitation of friends in the House, and of some of yourselves, I was induced still to retain it. It may be that my recollections that at this time a month's leave of absence would be sufficient to restore me to health, and the adjournment of Ministers and subsequently the commercial crisis arose, under which so many have fallen, and which took the whole community, and none more so than myself, by surprise. Until very recently it was my opinion that I should not have had to give way, and it is only now that an event has occurred which has given me some regard to the future conduct of my affairs; you will thus see that having in the first instance been guided by my friends, I could not properly act otherwise than I have done, by laying my resignation at the present time.

In conclusion, I beg you all to thank you for the confidence you placed in me, and to assure you that my future career will show me not unworthy to retain it.

I have the honour to be, Gentlemen,

Yours faithfully,
B. M. SAYERS.

St. Leonard's, April 16, 1860.

THE Undersigned Master BAKERS of Sydney and the Suburban districts, request the friends and the public to MUNDAY in MAY, 1860, to DISCONTINUE THE LONG CREDITS, and conduct their trade upon a system of strict weekly payments:—

A. SMALL
J. VANDAU
J. LOGAN
A. SHADLER
D. DUNK
C. CHILD
M. WEINGARTH
J. H. CAMPBELL
F. HOFFMAN
G. J. HORNER
J. O'BRIAR
J. SPICK
E. COOK
H. W. HALLIDAY
R. SMITH
W. VAUGHAN
C. KIRK
J. COVILY
J. CARMICHAEL
W. G. WHITEHALDE
E. BONES
P. PREMILL
R. H. HORN
R. MAILL
J. HARDIE
D. WILLIAMSON
B. GAFFNEY
C. RODDEN
J. A. DUDS
J. BROWN
G. and J. HAMILTON
G. WILKIE
H. MILLARD
J. SPICK
D. BEDFORD
G. UPTON
R. MAY
W. HAMILTON
J. WEIR
J. CAMPBELLTON
P. GREG
J. CHISHOLM
P. WHITELAW
W. MEEB
A. NEWTON
S. HOLMES

THE SYDNEY MORNING HERALD, WEDNESDAY, APRIL 18, 1860.

SOUTHERN FLOODS RELIEF FUND.—Subscriptions from the Mudgee District.

G. H. and A. F. Cox £10 10 0
Mr. and Mrs. Robert Lowe 5 0 0
Miss Lowe 1 0 0
Miss L. Lowe 1 0 0
Mr. Robert Lowe, jun. 1 0 0
Mr. W. Lowe 1 0 0
Mr. J. Lowe 1 0 0
Mr. McNamee 1 0 0
M. H. Lyons 2 0 0
S. Fowler 1 0 0
W. Howorth 1 0 0
James Atkinson 1 0 0
F. and S. Cox 5 0 0
D. Bowyer 1 0 0
D. Cassen 1 0 0
A. Cockburn 10 0 0
Rev. W. and Mrs. Piddington 2 2 0
A. French, per ditto 1 0 0
M. D. Gill 1 0 0
T. Bell 3 3 0
Laures and Cernial 2 2 0
W. Toplis 1 0 0
R. J. Gath 1 0 0
R. J. Gath 1 0 0
John Buchanan 2 0 0
T. D. Miller, F.M. 1 0 0
S. A. Blackman 1 0 0
P. Skinner 1 0 0
H. W. Oliver 1 0 0
Mrs. Oliver 1 0 0
W. Hanwell 1 0 0
Sums under £s. 2 2 6

£22 3 6

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Thomas Chappell 1 0 0
J. W. Foreman 1 0 0
George Walker 1 0 0
W. J. Lowe 1 0 0
John W. W. Lowe 2 0 0
J. D. Brodrick 1 0 0
A. Rodgers 1 0 0
J. A. H. Price 1 0 0

£11 5 6

Collected by Mrs. Oliver.

Malley 0 5 0
M. Reid 0 10 0
E. D. Daley 0 5 0
J. Sullivan 0 5 0
Mrs. J. J. Mills 1 0 0
Talbot 1 0 0
W. Wilton 1 0 0
M. Winter 1 0 0
A Friend 1 0 0
Mrs. Nevile 1 0 0
Dr. Cutting 1 0 0
Charles Finch 1 0 0
D. and R. Burrows 1 0 0
P. and E. Burrows 1 0 0
Mrs. Moriarty 1 0 0
J. Dale 1 0 0
Mrs. Charles Hardy 1 0 0
John Cox 1 0 0
Rev. C. McCarthy 1 0 0
Mrs. C. C. Lee 1 0 0
Thomas Cadell 1 0 0
Henry Bloomfield 1 0 0
J. Batten 1 0 0
Sums under £s. 3 5 9

£20 9 9

Collected by Mrs. Skinner and Miss Elizabeth Gunther.

Duncan McFarlane 1 0 0
James G. Dickson 1 0 0
Mrs. Reuben 1 0 0
The MUPPER NEWSPAPER printing office 1 0 0
Mr. and Mrs. Clarke 1 0 0
A. and J. Shattock and Charlton 1 0 0
Richard Hassall 1 0 0
Richard Hassall 1 0 0
Lamrock 1 0 0
L. and J. Senior 1 0 0
W. H. Reddick 1 0 0
J. D. Brodrick 1 0 0
Mrs. Christian 1 0 0
Mrs. Reeves, Gratia 1 0 0
William Christian 1 0 0
Sums under £s. 1 0 0

£11 17 7 0

Collected by G. H. Cox, Esq.

R. Williams 1 0 0
C. Conden 1 0 0
J. and J. Mealey 1 0 0
Cunningham, Brothers 1 0 0
Cunningham, Brothers 1 0 0
J. Ward 1 0 0
H. Keoch 1 0 0
C. Burwood 1 0 0
John Condon 1 0 0
B. Haynor 1 0 0

£12 8 6

Collected by Mr. A. McCauley.

John Healy 1 0 0
W. Branscombe 1 0 0
W. Rutherford 1 0 0
J. Miller 1 0 0
Jan. Wilson 1 0 0

£15 15 0

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R. Williams 1 0 0
C. Conden 1 0 0
J. and J. Mealey 1 0 0
Cunningham, Brothers 1 0 0
J. Ward 1 0 0
J. Baldwin 1 0 0
H. Keoch 1 0 0
C. Burwood 1 0 0
John Condon 1 0 0
B. Haynor 1 0 0

£15 17 0

Collected by J. T. Bell, Esq.

Mrs. Frothy 1 0 0
Thomas Keigh 1 0 0
Frederick Burchley 1 0 0
Sums under £s. 1 0 0

£17 0 0

Collected by Mrs. Piddington.

H. S. Pease 1 0 0
C. C. Williams 1 0 0
M. Thomas 1 0 0
Kirkness 1 0 0
Mrs. Randall 1 0 0
James Uncle 1 0 0
W. Blackford 1 0 0
S. Deacon 1 0 0
Mrs. Heard 1 0 0
J. W. Allpass 1 0 0
Henry Smith 1 0 0
J. Barton 1 0 0
H. Bardell 1 0 0
Sums under £s. 1 0 0

£11 2 0

Collected by Mrs. Atkinson and Miss Taylor.

W. E. Anthony 1 0 0
E. Cason 1 0 0
E. Richards 1 0 0
Mrs. Farrant 1 0 0
Mrs. Burton 1 0 0
Mr. and Mrs. Cox 1 0 0
A. W. Blackford and Co. 1 0 0
S. Deacon 1 0 0
Mrs. Heard 1 0 0
J. W. Allpass 1 0 0
Henry Smith 1 0 0
J. Barton 1 0 0
H. Bardell 1 0 0
Sums under £s. 1 0 0

£11 6 0

Collected by Mrs. Howarth and Miss Lowe, of Wilberforce.

P. Madden 1 0 0
John Lyons 1 0 0
Wm. Hutchinson 1 0 0
J. Smith 1 0 0
W. W. Colemen 1 0 0
G. Robinson 1 0 0
Thomas Hodges 1 0 0
Jerry B. O'Brien 1 0 0
John O'Dwyer 1 0 0
Robert Harrison 1 0 0
Patrick Crow 1 0 0
A. Aspinwall 1 0 0
A. Chapman 1 0 0
Benjamin Ripley 1 0 0
John D. Dutton 1 0 0
P. Mackay 1 0 0
John Gordon 1 0 0
Mr. J. W. Lowe 1 0 0
Annie Foley 1 0 0
Sums under £s. 1 0 0

£7 10 0

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A. Small 1 0 0
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J. Logan 1 0 0
A. Shadler 1 0 0
D. Dunk 1 0 0
C. Child 1 0 0
M. Weingarth 1 0 0
J. H. Campbell 1 0 0
F. Hoffman 1 0 0
G. J. Horner 1 0 0
J. O'Briar 1 0 0
J. Spick 1 0 0
E. Cook 1 0 0
H. W. Halliday 1 0 0
R. Smith 1 0 0
J. C. Hamilton 1 0 0
G. W. Wilkies 1 0 0
H. Miller 1 0 0
P. Premerill 1 0 0
R. Horn 1 0 0
J. Hardie 1 0 0
D. Williamson 1 0 0
B. Gaffney 1 0 0
C. Rodden 1 0 0
J. A. Duds 1 0 0
J. Brown 1 0 0
G. and J. H. Hamilton 1 0 0
G. W. Wilkies 1 0 0
H. Miller 1 0 0
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G. and J. H. Hamilton 1 0